



Dalidio Ranch Initiative

Discussion Topics

- Background
- Impacts to Regional Transportation Facilities
- Initiative Traffic Mitigation Plan
- Potential Impacts to Regional Funding
- Potential Solutions



SLOCOG - Background

- Regional Transportation Planning Agency
- 20 Year Transportation Infrastructure Plan
 - Identifies Deficiencies in Network
 - Identify Projects and Improvements
 - Prioritize Projects (Short, Mid, Long Term)
 - Funding Assumptions (Local, State, and Federal)



Impacts to Regional Facilities

- Double of existing square footage of existing Madonna/Promenade Shopping Center, the project will add approximately 22,000 (Dalidio Traffic)-36,000 (Caltrans) new trips to transportation network
- Without Prado Rd. IC or significant delay in implementation. (Implications)
 - Madonna Road and LOVR interchanges will operate at LOS F (DRTA) (vehicles require 2 or more signal phases to clear intersections)
 - US 101 – Potential operational problems due to queues extending into mainline travel lanes (COG)
 - Madonna Road projected to operate at LOS F from US 101 to LOVR (DRTA)
 - Los Osos Valley Road to operate a LOS F at three intersections (DRTA)



Staff Concerns with Traffic Mitigation Plan

1. Prado Road IC remains a significantly underfunded project
 - \$4 Million plus right of way identified toward approximately a \$32-39 Million project (Caltrans un-escalated). Significant shortfall without additional local \$'s
2. Shifts responsibility for constructing traffic mitigation projects to county and/or city.
3. Connections to regional routes: 1). Assumes SLO City will authorize new connection to Madonna 2). Proposed Calle Joaquin connection exacerbates congestion at LOVR Interchange. 3). No through connection at Froom Ranch
4. Assumes expansion of LOVR IC (~\$15 Million underfunded)(SLO City)



Potential Implications to Regional Funding Program

- Without Prado Rd. Interchange the project will create severe traffic congestion (LOS F) on major regional arterials that will likely force reevaluation of regional funding priorities identified in RTP to ensure Prado is constructed.
- Projects potentially impacted would include short and mid-term projects:
 - LOVR/101 IC
 - SR46W/101 Interchange
 - Willow Road Interchange
 - Brisco Road Interchange
 - US 101 South County Improvements
 - 1/101 Interchange Improvements

Potential Financing Solutions (assumes initiative passes)

- Suggest original City/Dalidio Agreement as baseline framework.
- Need Cooperative Agreement with City and/or County and Developer
- Need Lead Agency/Developer to Implement Project
- Identify Comprehensive Funding Plan:
 - Bond Funds to ensure timely construction of Prado IC
 - Citywide Developer Fees
 - City Margarita and Airport Area Developer Fees
 - Dalido Contribution (including Right of Way)
 - Some Percentage of Sales Tax / TOT dedicated for debt financing if bonded
 - Mello-Roos Assessment District



Potential Solutions (Continued)

- Suggest supplemental funding source to fill funding gap: Mello-Roos Assessment District.
 - Requires affirmative vote of property owners
 - Currently Single Property Owner
 - Has potential to provide significant “gap funding”
 - Examples elsewhere in the County
 - Paso Robles (46W/US 101 Interchange)
 - County of San Luis Obispo (Willow Rd./US 101 IC)



Dalidio Ranch Initiative Committee

(Supervisor Jerry Lenthal, Chair)

(Supervisor Katcho Achadjian)

(City Councilman Paul Brown)

(City Councilman John Ewan)

Discussion of Regional Issues

August 16th 3:00

County Government Center